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JAPAN

A CHILD OF THE
WORLD'S OLD AGE

CHARLES CLARKE

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J A P A N

A CHILD OF THE WORLD'S OLD AGE

By CHARLES CLARKE

1910

1913
The Franklin Press
Detroit, Mich.

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Chas. Clarke

To the One
who has been my inspira-
tion—my wife, this narra-
tive is lovingly dedicated.

PREFACE

My purpose in offering this little volume, is to record some facts regarding Pacific-Orient interests, impressions gained during a trip to Japan, and through other sources, believing the reader and observer are interested in a development that is sometimes startling by the logic of events.

CHARLES CLARKE.

Detroit, Mich.

1910

FOREWORD

American history records two important events in the period of the late forties and early fifties, which were then, and are still, co-related. I refer to the discovery of gold in California, the resultant emigration and development of the Pacific slope that has followed; and the expedition of Commodore Mathew C. Perry to Japan, where, as this country's representative, he successfully negotiated the first treaty of amity with Japan, and initiated the opening of that hermit kingdom to the world.

The gold seekers wrought better than they knew, as is evidenced by the marvelous development in the Pacific slope since the Civil War; the old Santa Fe and Oregon trails are now imaginary lines, and that insuperable barrier, the "great divide," is an attractive landscape to the modern traveler.

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My Trip To Japan

When William H. Seward, Secretary of State, concluded the purchase of Alaska from Russia, in the sixties, there was a howl long and deep on the part of the people and press of this country, and a marvel from foreign countries as to what we could do with that 590,884 square miles of snow and ice. Our pioneer seekers of the golden dust—Yankee-like—were ready to move on, and the usual result—development—followed, for we find that in 1887 the production of gold in that territory (Alaska) was \$2,700.00, while in 1909 it was \$20,871,000, with an aggregate total of \$186,000,000 since 1880, the year mining commenced there. In the wake of those results came an insight into the latent resources of that territory, such as coal, copper, and other

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minerals, together with its immense timber areas. This set the pace for development in the great Northwest, stimulating the commercial spirit, and brought our own people as well as our neighbors on the north to a realizing sense of the undeveloped resources along this section of the Pacific.

With one transcontinental line already reaching out to the Orient—the Canadian Pacific Ry.—at Vancouver, and the Grand Trunk Pacific Ry., a great transcontinental line, marvelous in construction and enterprise, to be completed to Prince Rupert, one of the finest ports on the Pacific, early in 1914, affording the shortest route to the Orient, is but a sequence of the conditions above described. Above it all Alaska's development has primarily been the means of interesting our own, as well as the people of Canada in the whole

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Pacific slope, for we now realize the value of that great stretch of coast—over six thousand miles—from Nome to Panama, which is directly under the supervision of the United States and Canada; the forces that stand for the protection of investments in the transportation lines and analogous enterprises.

San Francisco, occupying a central geographical position, with a harbor of one hundred square miles in area, where it is said the navies of the world could anchor, and readily accessible from every section of the vast contiguous territory—inter-mountain and beyond—makes her the logical point of vantage in promoting the factors that must stand for the welfare and protection of our people in the future. We have no visions of the millennium, but we anticipate the sense of the people of all lands when,

“Man to man the world o’er
Shall brithers be for a’ that.”

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No other location on the Pacific promises so much—local as well as international, for in connection with the advantages previously described, the spirit of construction as exemplified by that city during the past four years spells amazement at every turn. Other Pacific ports and cities have their over-sea connections and aspirations, all tending to the upbuilding of commerce, but it should be based upon a liberal co-operative plan, and for a common weal, as we should in the future display our courage on the battle-fields of commerce, rather than in the fore-front of a clash at arms.

The opening of the Panama Canal will materially change the trend of ocean trade, and under such conditions, if such premises are correct, what are we doing toward utilizing the advantages with which nature and our national enterprise has endowed us, and that will be given an impetus

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by the completion of this great international highway?

The Japanese, at least, believe implicitly in the doctrine that the seas are God's great highways, and are building their commerce on such premises. They now have lines of ships between the Orient and Pacific ports, and will soon, no doubt, establish over-sea connections with other ports on this continent.

Mr. Satori Kato, a Japanese of some standing, in his article, "The Mastery of the Pacific," says in part: "Whether allowed or disallowed, Japan's insistent aspiration is to be mistress of the Pacific," and this, he argues, they can accomplish through difference in cost of construction and operation as compared with us; but he does not, however, add the further advantage they possess through their government subsidies.

The wars of the future must be

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for commercial supremacy, if the people of an enlightened civilization are to control. As the poet says:

“We are living, we are dwelling
In a grand and awful time,
In an age on ages telling
To be living is sublime.”

The voyage from America to that little Island Empire in the Far East, lying directly off the coast of China, in the modern ships that ply the Pacific, is an event and a delight. It was my fortune to board the good ship “Tenyo Maru” at San Francisco on a beautiful March day, with a favorable sea and a complement of cabin passengers, a cosmopolitan class from all parts of the world. Some were on business bent, others out for rest and pleasure, others professional globe trotters, but withal an agreeable party. Thrown thus together for a sixteen and a half days’ trip made it incumbent upon all to avoid seclusion, after the first

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"pangs" of the sea for some had subsided, and proceed to get acquainted.

The name of our ship, "Tenyo Maru," translated into English is as follows: "Tenyo" means "Heaven and Sea," "Maru" means "round" (as in a circle). She had a light cargo of freight, less than eight hundred tons, while her capacity was fully twelve thousand tons, which made her unsteady and compelled us to keep well to the south of the Tropic of Cancer, and off the regular route after leaving Honolulu and until within about three days out from Yokohama.

Leaving San Francisco harbor, we pass out to sea through the gauntlet of ships, and past the islands that dot this grand land-locked refuge for the crafts of the sea, and the Golden Gate, all presenting a beautiful picture.

Out in the old Pacific, with her in-

terminable "roll," it took some time for us "land-lubbers" to get our sea legs. We soon, however, adjusted ourselves to the new conditions, and the getting acquainted commenced, for we began to realize we were out on the "Father of Waters"—the great Pacific—and our long voyage to the Orient just begun, which would be very monotonous for some, unless something was started. The supply of reading material which the average sea-going passenger takes the precaution to lay in is soon exhausted, and then there is only the novelty of the sea, the ship and its people from which to draw inspiration, information or relaxation, and with only the variations in the "temper of the sea" there was no appreciable difference in the day's routine, and as is the custom on these sea liners, it is "a feast of the larders"—five meals per diem—and an occasional lunch if desired.

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Exercise is taken by walking round the deck, and on this ship, eight times round was equivalent to one mile.

On the morning of the sixth day out from San Francisco we sighted the Hawaiian Islands, and on rounding Diamond Head, that great mountain sentinel standing guard over the mid-channel of the Pacific highway, there was Oahu, the island upon which the city of Honolulu is located. We entered Pearl Harbor about 10 A. M., in a heavy sea, and reached the dock at Honolulu about 2 P. M., the delay being caused principally by quarantine regulations. The ship's engines stopped at 10:45 A. M., for the first time since leaving San Francisco at 2:45 P. M. on the fifteenth, time about six days, distance, 2,089 miles. While this is not unusual, or an extraordinary feat in navigation, it was somewhat novel in the eyes of the novice.

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The ship's passenger list registered people from nearly every country of the world, those from the United States predominating, for we have the reputation of being globe-trotters, of whom it is said their life on the "wing" is not always a happy one. This is especially true of the "Yankee" type, who think the ship too slow, could be handled better, that the captain and crew should accept his (or her) advice. In fact, this type is a self-imposed regulator, at home or abroad, and generally such persons are usually "fussed up" most of the time. We found them on the ship and ashore; their time was always limited, and their ticket scheduled, resulting in a sight-seeing—not observing—rush, and a verdict at the conclusion of the trip, that it was not much of a country or people anyway, no comparison to the people at home; and then the self-satisfaction of hav-

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ing had the opportunity and eminent privilege of telling some of "these foreigners" to that effect on the way.

Reader, if you should make a foreign trip, *look pleasant and observe*, and you will be rewarded.

Our call at Honolulu was brief, about twenty-four hours, but it gave us ample time to see the principal points of interest and attraction. It was all novel, being our first sight of the tropics. Many of the passengers went ashore and visited various places of interest; some fellow voyagers and I visiting a sugar and pineapple plantation not far from the city, and we were well repaid. Sugar and pineapples are at present the principal commercial products of the Hawaiian Islands, but the people are now turning their attention to the raising of tobacco, coffee and rubber. The pineapple industry of the islands is said to be the most extensive in the world,

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and the quality is unexcelled. In 1909 there were upwards of six thousand acres under cultivation on the various islands, producing about one million cases (two dozen per case). This is a comparatively new industry for these islands, starting about 1900, yet is second in value to sugar.

The Hawaiian group, consisting of eight inhabited islands, are of volcanic formation, the group being about four hundred miles long, from southeast to northwest, area 6,449 square miles; aggregate population, last census, 220,000. Honolulu, located on the island of Oahu, has a population of about thirty-five thousand, the whole island containing about ninety-three thousand, and for a visitor from North America is a wonder spot. Lying just beyond the Tropic of Cancer, in nearly mid-Pacific, the climate is tropical, minimum temperature being 55 and maxi-

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mum 90 degrees, affording an equableness that insures productiveness in flowers and vegetation in profusion.

Space does not permit my giving, even briefly, a history of Honolulu and its surroundings, or attempting to describe the many traditions connected therewith; but amongst its several attractions are its beautiful harbor, which, while not large, is fairly well protected, there being a good depth of water, and being well and attractively formed. Beautiful Waikiki Beach, just under historical Diamond Head, a continuous summer resort, where all the accessories of such places are provided, even to a greater extent than we have in the north, including surf-riding by the expert natives and others indigenous to that climate.

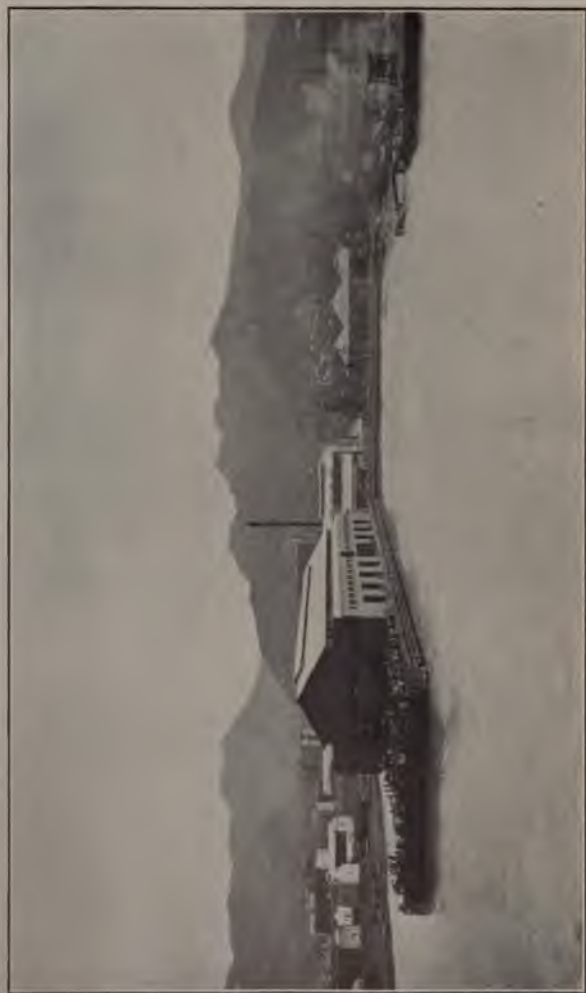
The old volcanoes (now extinct on this island) and historic places, the

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Avenue of Royal Palms—king of the palm species—that is difficult to describe; the Aquarium with its hundreds of curious fish and water species, said to be one of the finest, though not the largest, aquarium in the world. Without seeing these fish we are inclined to be incredulous as to the old Pacific producing fish of such varied forms and distinctive colors.

Before closing this short description of this mid-Pacific station on the great over-sea highway, I wish to mention their “liquid” sunshine, of which Mark Twain remarked: “If one wished to find any particular place in Honolulu, they should proceed until they met two showers and then turn to the left.”

I am unable to find any statistics showing the annual rainfall at Honolulu, but while we were there we had frequent “dashes of the liquid sunshine,” which the natives said was



Honolulu, Hawaii

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unusual for that season. However, everything that is exposed indicates they do not suffer from drought in that section, for the gray fungus growth on the volcanic stone fences and other structures, is conclusive proof that the rainfall is ample.

The landing of the big ocean liners at this port is apparently an event, as we were met by throngs of people of all classes and conditions, and when we sailed for the Orient, they were on hand with the band, flowers in profusion, and the expert native swimmers who dive for coins. One of their customs is to decorate the departing friends with flowers, and just as the ship is swinging away from the wharf, the recipient throws the flowers back to the dock, or into the sea.

Passing out to sea, we get a good view of some of the sister islands of the Hawaiian group; then out on the

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old Pacific, with no more view of land until we reach King's Head, the cape at the entrance to Yokohama Bay—leading to Yokohama Harbor, and the land-locked roadstead of Japan. On this journey from Honolulu to Yokohama, we passed within sixty-five miles of the Midway Islands, thirteen hundred miles from Honolulu, where the Pacific Cable Company have a station. It is of small area, about one and a half miles long by one mile wide, of coral formation, with a natural coral protection (wall) about eighteen miles around it. We crossed the International boundary line about twenty-one hundred miles beyond Honolulu, where Old Neptune boards the ship, and announces to the voyagers, who are eastward bound, that a day is dropped from the calendar. This is all given in due form, to the delight of the first trip passengers.

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This stretch of sea, thirty-five hundred miles, entailing a voyage of over nine days without sight of land would be monotonous if something were not started to amuse and interest the passengers. So games of various kinds are engaged in, such as shuffleboard, quoit pitching, rings, deck tennis, etc., during the day; dances, vaudeville, wrestling matches are made up of the ship's crew, who are generally Japanese and expert athletes. Such exhibitions were novel and intensely interesting.

During the day we were on the lookout for passing ships, whales, or anything that would break the monotony and great lonely expanse of the sea. Many of us were interested in obtaining a sight of the Southern Cross, a group of five stars, low on the southern horizon, only visible on this route when the ship is sailing south of the Tropic of Cancer, and

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about halfway from Honolulu to the coast of Japan. We were on this route—and not the usual and direct route on account of severe storms north, of which we were advised by wireless. The casual observer hardly comprehends the vastness of the Pacific Ocean, as its area is seventy thousand square miles, and its maximum surveyed depth thirty-one thousand six hundred and fourteen feet, over five and one-half miles—this sounding being near our Island of Guam, and said to contain one hundred and seventy million cubic miles of water, all of which represents an expanse and vastness that is nearly beyond the comprehension of the novice, and the sweep and power of it is grand beyond compare. The one greatest fear of all who travel the Oriental Pacific, is the typhoon, which sweeps that part of the Pacific Ocean within a radius of about one thousand miles off the

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coasts of China and Japan. They generally occur in the fall, and at times are terrific.

Here is the story of one ship's encounter with a typhoon as it was told me by her first officer:

The good ship *Asia*, staunch, sound and well manned, homeward bound, encountered a severe typhoon when about three days out from Yokohama. Sharp orders were given, every man to his post; the captain on the bridge; three men at the wheel, and frequent relays; the ship facing the storm; all engines working to their utmost. In this condition they fought the storm for fifty hours, and when this fearful hurricane subsided, the ship was stripped of all lifeboats, and everything else of an auxiliary nature, and when the captain was able to leave his post of duty—the bridge—and reckonings were taken, it was found the ship was three hundred miles out of her course.

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It is well said, all heroes are not soldiers—for the action of the captain of the Asia, and it is not an isolated instance, exhibited a heroism that is beyond compare. In the ordeal that required the full limit of his ability as a navigator; and in line of duty, like the true soldier, he stayed at his post until all danger had passed—although his sufferings were almost beyond human endurance.

As a further index of the strain on the ship, it is a well-known fact that all ocean-going craft are equipped with tiller chains, made of the best material obtainable, generally the best quality of Swedish iron. On the larger ships the rods from which the links are made are an inch or more in diameter, and after they are forged into the chain, the whole chain is subjected to the highest possible test by machinery designed and built for that purpose. An extra chain is always

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carried and a new one is installed at the end of each trip. In this instance when the change was made and the chain measured it was found to have stretched five inches, another tangible evidence of the ship's terrific battle with the sea.

The harbor of Yokohama is one of the largest and best protected in the Orient. From King's Head, the entrance to the Bay, to the dock at Yokohama is forty-five miles; the bay averages about twenty miles wide, the extreme width being about thirty miles, including Mississippi Bay—the latter so named by the men in Commodore Perry's fleet in 1854.

Interested In Japan

My first interest in this little Island Empire was created by an incident that occurred during my boyhood. An old gentleman visiting the village

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where I then resided, and speaking on the street, told of a greater peril to us as a people and a nation than that then pending—the Civil War—and he was there to warn us, and while our civil strife would no doubt soon cease and its effects ultimately be neutralized; the other, unless checked or drastically regulated, would be a menace to us for all time. It was thus he referred to the admission of the Oriental coolie, to this country. In graphic terms he stated how these Asiatics were swarming to our shores unrestrained, and unless immediate restrictive measures were adopted by our government he prophesied dire results would follow. He further called our attention to the fact that Commodore Perry had only recently, March, 1854, concluded the first treaty with Japan, whose people had shown in the negotiations much latent ability as diplomats and leaders.

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This was my first knowledge of the "Yellow Peril." I subsequently procured a copy of the Narrative of the Expedition of an American Squadron to the China Sea and Japan under the command of Commodore M. C. Perry, United States Navy—he was a brother of Oliver Hazzard Perry, the hero of the battle of Lake Erie in 1813.

It was through the efforts of such orators, assisted by the people of the Pacific slope, that we finally succeeded in having the first restrictive laws enacted by our Government. Dennis Kearney, the "sand lot orator" of San Francisco, one of the early labor leaders, and his associates in this movement, injected into the question its labor feature, thus making it a potent measure in the field of politics. This agitation created a temporary interest with the people of this country in matters "Oriental," but it was soon

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forgotten by the masses, especially in the section east of the Rocky Mountains. The rapid strides in commercial development, following the close of the Civil War, occupied all of our attention, and we did not realize what the "little brown man" (the Japanese) across the sea had been doing in the interval, until they "called" China in 1894, and prosecuted a war to a successful conclusion. This, however, did not appear to alarm, or even surprise us as we also had our turn in China with the Boxer troubles, and were feeling rather "chesty" over the result—more so then than later when the amount of the indemnity was awarded and remitted by us.

There has always been an uncertain friendship with China, and their guilds (Chinese labor unions) are boycotting us today. This is clearly shown in our exports to that country, which have been gradually shrinking.

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We note that from a maximum of about \$58,600,000 in 1905, they have declined to not exceeding \$15,500,000 for 1910, and our Department of Commerce and Labor is trying to find a logical reason but does not apparently wish to admit the real one. We lost the cotton piece goods trade to Germany on account of our not furnishing the kind of goods wanted by the Chinese, and Germany is now losing it by her undertaking to force a trade condition upon China that she or any other country would not stand for; with the result that the awakening of the Orient is developing a new and perilous commercial condition, that bodes no good to the white manufacturer of any commodity. The gradual increase in wages in the western world is being reflected in the cost of production, and inspires an industrial conquest of the West by the Orient. Conceding, as we must, the

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cleverness of the Chinese, their diligence, and their overwhelming numbers and low standard of living will enable them, guided as they will be by the master hand of the Japanese, to meet any country in the world's open markets.

This may not be another form of "Yellow Peril," but it is a possibility.

One of the difficulties with us as a nation as well as individuals is that we are too prone to "butt in" without first determining the real merits of the situation, and while this policy may be permissible in the shade of the Monroe Doctrine, it does not fit conditions in the Orient. It is evident we shall have to improve our diplomatic service by giving it much better support, which will enable our foreign representatives to reach a proper standing in the countries to which they are assigned. Then, and not until then, can we hope to get

facts upon which we can base our policies affecting our over-sea commerce.

Japan's Success

This little Empire's success in her late wars with China and Russia shows conclusively what her material development has been since Commodore Perry concluded that first treaty in 1854. It is not war that has made Japan prominent commercially; for while that was an important factor in bringing her to the notice of the world, my observation leads me to the conclusion that it can be logically attributed to the fact that the Japanese are inherently and fundamentally a wonderful people. Their basis of action is always along well-defined lines. The child is taught and has been for hundreds of years to obey, also to perform some definite task. Thus obedience and labor follow it through life and hence there is (*)

*Horace Fletcher.

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“less crime, more physical dexterity and skill, and fewer notes out of harmony, and more general happiness and consideration for their fellows—no sectional prejudice, a universal patriotism and respect for authority.”

Independent, but respectful, very little vice, no opium, and a minimum of liquor used all combine to preserve their physical and mental being in every possible way. This influence they are disseminating throughout their new provinces and China, and it is said the raising of the poppy in the latter country is rapidly decreasing and will be followed by a corresponding decrease in the use of opium by that people.

I shall have something further to say of the Japanese as an individual, but now pass on to a partial description of the country of this interesting people.

The Japanese Empire

The area of Japan, including Formosa, and the Pescador Islands (these islands were acquired from China in 1894 as indemnity), is about 148,000 square miles, and their last census, being that of 1910, showed a population of about 53,000,000 people, which is increasing at the rate of about one million per annum. The country is of volcanic formation, and it is authoritatively stated that less than twelve and one-half per cent is cultivable or arable lands, hence it will be seen that the greatest economy is not only necessary but absolutely imperative. An artizan's family in this country wastes enough in one day to support a family of the same number in Japan for a like period. The rank and file are poor, and always have been so, but that does not signify that they are stricken with poverty. Their wants are few, and they

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are apparently quite satisfied with their simple life, which would not be considered tolerable, far less ideal, by us. Their homes contain none of the things we consider necessities, such as cooking or heating stoves, furnaces, bed, or the various utensils that are a part of our household furnishings. A mat, brazier, and some blankets constitute their house outfit and answers their immediate wants. The best hotels in Japan are conducted on the "American Plan," and by Japanese. The Imperial Hotel Company of Japan have a line of hotels in the various cities of the country, which are fairly well conducted, but the rates are generally higher than for a similar class in this country. There is a good class of hotels on the Japanese plan in which the rates are moderate, and so are the accommodations for a white man. In the cheap hotels, or lodging houses for the poor class, the



Jinrikisha

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rates are from five sen ($2\frac{1}{2}$ c American value) to twenty-five sen ($12\frac{1}{2}$ c) per night. In these places the soft (?) floor is the bed and a woolen blanket is furnished for the higher price only. The food is generally rice, fish, seaweed and tea, some vegetables, fruit, and fowl if it can be obtained and is within their means, but meat, milk and butter are not generally used.

The resources of Japan are not, as indicated, in ordinary agriculture, but rather in the close and careful cultivation of the available lands; rice, tea, and beans being their principal crops. There is, in addition, the cultivation of the mulberry tree for the silk worms. Some cereals are also raised, but they have no herds of animals or flocks of fowls, and it is only recently they have undertaken to supply milk and butter which is as yet of poor quality owing to having not acquired the taste or learned how to

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produce and handle it. It is said the quality of Japanese tea, rice and silks is unsurpassed, most of which are exported, cheaper grades being imported for home consumption thus swelling the volume of their customs statements. The price of rice which, as before stated, is a staple food, is quoted by the hyo (bag) at so many yen, sen, etc., and is now (1910) selling at about three cents per pound, or double the price of ten years ago. There are four or five grades, and the above price is for the best quality. Irish potatoes, also apples, are raised in the northern, and sweet potatoes in the southern part of Japan.

The climate, owing to the ocean currents, varies to extremes in short distances. At Yokohama and Tokio it is about like the Carolinas, having about fifty-eight inches annual rainfall, with a maximum temperature of 98 degrees and a minimum of 15 de-

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degrees Fahrenheit; while less than five hundred miles north and west they have a Siberian climate, and about double the distance south, in Formosa, it is semi-tropical.

The island of Formosa abounds in large forests of camphor trees, said to be the most valuable in the world. It also has some of the most desperate wild tribes of the world, but in the short time it and the Pescodores have been under the control of Japan these barbarous natives have been brought into subjection.

Japan proper has sixty-six cities, 1,237 towns, 13,957 villages, about 10,000 household tea factories, about 400,000 house and other silk work shops, and fully 12,000 factories of various kinds employing over 1,000,000 operatives, 2,200 commercial banks, 11,000 corporations and partnerships; 5,000 miles of steam railways, owned and operated by the

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Government, 2,400 merchant steamships, 6,000 merchant sailing vessels, 23,000 sailing vessels, the latter of the old Japanese type, sampans, etc.

The commerce of the country is principally on the sea, and its merchants spare no expense in extending it—their ships being seen in all ports of the Eastern Hemisphere, and they are constantly seeking an opportunity to reach new fields.

Their money circulation is about \$260,000,000, the medium being the yen and sen unit about one half of our dollar and cents. They have 6,878 postoffices, 3,571 telegraph and 723 telephone offices, and, commencing with Yokohama fifty-seven years ago, they now have thirty-five ports open to the world. Their postal business has increased three hundred and fifty times since 1872, and the telegraph 150 times since 1869. As stated, these figures are for Japan proper,

and do not include Formosa, the district of Tairen, late port of Dalnay, or Korea. The resources of Japan are not wholly confined, as I have shown, to land industries, for they have over 500,000 men engaged in the deep sea fisheries and seaweed industries, and as stated in a previous chapter, their boats are numbered by the thousands. A glance at these boatmen in the large harbors of Yokohama, Kobe, etc., on the Pacific, and those on the Yellow Sea and Sea of Japan, will impress the observer with the statements made by the advocates of ship subsidies and a larger American navy, that the men engaged in such work are already inured to the sea and are immediately available for ships of war.

The seaweed industry is extensive, the entire coast line of Japan, 17,500 miles, abounds in such plant life, there being over six hundred kinds, and

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about five hundred factories, where the best varieties (Tengusa) are converted into isinglass, or jelly form. There are other grades which are converted into various forms. These are used for soups, jellies, sauces and as a general food. After being put through the usual method of cleaning and manufacturing, the seaweed becomes of a white or flaky nature. The maximum price is about twenty-five cents per pound, while the cheaper grades are as low as one cent per pound; the manufacturers paying from one-fourth of a cent to nine cents per pound for it in the raw state. It can be purchased at any of the supply stores in Japan. The raw material is secured in various ways such as, at some points on the coast, by placing branches of trees in the sea to which it adheres. It is also gathered at low tide, with poles, and that growing on the rocks below tide-

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water. What is said to be the most valuable can only be obtained by diving, which is generally done by women, who are more expert than men. This product is one of Japan's most valuable assets, amounting to nearly two million dollars per annum.

Another of Japan's useful products is the bamboo, of which there are over two hundred varieties, about forty being indigenous. It is of a grass nature, and its growth is very rapid, being said to attain several feet in a day during the hot, wet summer weather.

Bamboo is used for nearly every conceivable purpose; the young sprouts are used for food, as we use asparagus; the older growths for frames for buildings, carrying poles, water and sewer pipes, flag-staffs, etc., etc. It attains its full height in one season, sometimes measuring six to eight inches in diameter and is generally hollow.

Means of Transportation

As I have already mentioned, Japan has about five thousand miles of steam railways, owned, operated and controlled by the Government, which earned, in 1910, about \$21,000,000.00 (gold) or over four thousand dollars per mile, a high ratio as compared with roads in America. Their passenger rate is about two and one-third cents per mile, and freight rate from two and one-half to seven cents per ton mile. The gauge is fifty inches, and they use about fifty-pound T rail. The equipment is English style—side door entrance compartments, small coaches and turnstiles at the stations, where all tickets are punched. The trains have no conductors, but follow the English form in having guards, and the tickets taken up at the end of the route. The equipment and service is generally poor, as compared with our standard lines, but it

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is improving. They also have about six hundred miles of electric lines, fare two and one-half cents per mile. It being a mountainous country, the building of railroads is expensive, so many tunnels being necessary. Between Yokohama and Kobe, a distance of three hundred and sixty-seven miles, there are twenty-nine tunnels. This necessitates heavy outlays in protecting the lines against freshets which are frequent and severe, and make construction and maintenance very expensive. The coastwise traffic is really the most important in Japan, as, for reasons stated, they have naturally resorted to water transportation. The city of Tokio has about twenty miles of canals which accommodate the commerce of that great city of upwards of two million people and covers over one hundred square miles in area.

The Sumida River empties into

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these canals, and is the principal stream that drains the watershed tributary to Tokio Bay. Like all mountain streams, it is dangerous, subjecting the city of Tokio and surrounding country to disastrous floods, and there does not appear to be any way of preventing it. Ocean shipping does not reach Tokio proper, the channel in Tokio Bay not being of sufficient depth, therefore, all over-sea traffic must be trans-shipped in Yokohama Bay or some distance out from Tokio proper, or to Yokohama and thence by rail, but owing to the difference in cost the latter is seldom done. Tokio Bay is of small area and the water shallow, except where the channel is dredged to enable vessels to reach the shipyards and the forts, of which there are five, all within sight of the railroad passing between Yokohama and Tokio, a distance of about eighteen miles.

Public Safety

Probably in no country in the world is personal safety so well assured as in Japan; the only requirement being that the individual shall respect the authorities and treat the people with the simple consideration that is always due one person towards another in any country. I had a personal illustration of this in attending a reception one evening in Tokio, and returning to my hotel at midnight, a distance of over six miles through some of the poorest sections of the city, with only the jinrikisha coolie who could not speak a word of English. I was not only unmolested, but in fact apparently unnoticed.

Temples and Shrines of Japan

The temples and shrines are numerous, costly and various, and a brief description of one will suffice for all. **Asakusa** Temple of the Shinto faith

in Tokio, said to be over four hundred years old, is one of the largest in the Empire and tradition says it was erected to the God of Demons. It is visited by thousands daily. We were reliably informed that the daily free offerings, which are thrown into a large hopper located in front of the altar, averaged three hundred yen (one hundred and fifty dollars, gold). It, no doubt, was a gorgeous place when new, but like all the others, age, lack of proper care and free run of the populace and fowls has had its effect, and one has no inclination to tarry long in the immediate vicinity. This manner of worship is formal and perfunctory, and with the hordes of people, many of the lower class, passing through the place, it is not altogether attractive.

The original work on these temples shows wonderful handicraft. Some of the lacquered pillars, and other

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parts that have been exposed to the elements for centuries, still retain their brightness and perfect form. I may mention for the purpose of further explaining the temples and mausoleums in Shiba Park, Tokio, which were erected by the Shoguns, some of them two or three hundred years ago and which are remarkably well preserved, are striking examples of the wealth that was lavished upon such structures.

I asked our guide how many temples and shrines there were in Japan, and later he told me that an approximate estimate placed them at twenty thousand. I then enquired what they cost; he stated, after consulting some authority, that they were worth two billion yen (one billion dollars, gold). I intimated if they could find a market it would be a good stroke of business to sell them, and apply the money on their national debt or in

the purchase of some much needed territory, as such a course would be much less expensive than acquiring it by force of arms, and while he did not relish my levity in taking such liberties with Japanese affairs, he countered by asking what particular piece or parcel of country I had in mind, that they could purchase. I answered, "Southern Manchuria." He replied they had that now, but could use the Philippines, if we would sell them, and give a hundred years time. I said I could see no objection to that providing England would endorse Japan's note.

My inquiries and suggestions, while made facetiously, were intended to bring out a point in international affairs. The guide in question is a graduate both of the University of Michigan and the University of Berkeley, California. How deep does the representative Japanese consider

they are in Manchuria, and what are their real views regarding the Philippines? My conclusions are, and these points were fairly developed in this conversation which was later confirmed by even better authority, as I will mention later, that the thinking class, the people who control Japan's affairs, are confident of their position in the Orient, and will deal with the Korea and Manchuria questions as they are presented. They are playing a great diplomatic game, and will be supported by the powers who are vitally interested in their success. They do not want the Philippines *now*, but in working out this great Oriental problem they may some time need them. If so, we will, providing we gauge such affairs properly, see the necessity of relinquishing these islands to a nation which knows how to handle such peoples. I have no doubt it will all be worked out along proper

lines carefully considered, and in the best interests of all concerned. However, there is much to be done by us if an amicable parity is to be preserved, for there is no quarter of the globe at this time where human progress is so rapid as in the Orient.

Formed A New Acquaintance

During my stay in Japan I met an American from one of our Eastern states, who graduated from Yale and went to Japan in the early eighties, married a Japanese lady of rank, and has become to every intent and purpose Japanese. The only exception to this, if it may be so considered, is that he is educating their children in his native country. The title of this book was suggested by my several conferences with this gentleman, "Japan, A Child of the World's Old Age," for he said that during his long residence among them and be-

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coming part of them, a citizen of their country, studying them and their history and noting their characteristics, he was firmly convinced that they possess the wisdom of the ages, and cleverness of the modern diplomat. These he bases upon heredity, as measured by results. Such conclusions are not superficially drawn, or the remarks a mere figure of speech, for there is no other nation which has exhibited such inherent power in development, both commercially and at arms, in the limited period since they were born into the world of the new civilization.

In the awakening Japan has adopted the practical and intense, which, after all, is the basis of any country's success. Indeed, these people carry these attributes into their every act from the cradle to the grave; for, as previously stated, their fundamentals are obedience, respectfulness, and re-

sponsibility. The absence of these great characteristics in our people is the bane of our nation's life. Our children and youths, too often, do not recognize authority, for they are not so taught; the majority leave school early, before definite character is formed, and are not controlled at home, which results in the habit of disobedience and extravagance. But with the Japanese training, coupled with our great resources, mental, physical and material, we would indeed be a great people. In the absence of such training we are practically drifting into a great unknown. Let us, therefore, take heed and profit by example while we may.

In America we are too much engaged in our chameleon-like politics to become statesmen, and thereby lend our ability in the direction of instituting measures that will properly protect our country and our people.

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Our press and people should profit by the (*) "example of Japan, which has set the boors of the world to thinking, caused them to take their forefeet out of the trough, look up to the sun and light of a dawning civilization, and accept the simple teachings of Christ, Buddha and common sense," and not talk of war, or boast of conquest. Rather, we should properly support our foreign representatives, and thereby keep in touch with international economics. Look to the far East and note the necessity for closer friendly relations, if our over-sea and other interests are to be conserved.

A well-known and able writer on the Orient, has said, "That the Far Eastern question presents the most important issue with which the world now has to deal. No other question covers so broad a field, includes forces so complex and diverse, has such in-

*Horace Fletcher.

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herent power. Its solution cannot fail to materially affect the future of all nations, and influence the destiny of the whole human race," and, as he further says, "If these premises are granted, it seems difficult to exaggerate the importance of events."* We are now viewing these matters with complacent serenity, but this is only because we are too engrossed in our immediate affairs and have not given heed to matters that are being shaped in the great trend of the world's development.

These are some of the impressions gained in the conference with my American - Japanese acquaintance, and, confirmed by the conditions as I found them by personal contact and delving into their history. This American-Japanese gentleman was very earnest in his desire that the American people, those of the United

*Millard.

States as well as Canada, should arrive at a better understanding of the Japanese people and nation, so that there might be no misunderstanding as to the motives underlying the action of the countries concerned in carrying out their policies. The danger sometimes created by the thoughtless writer or deliberate demagogue would thereby be reduced, if not practically neutralized. Even appreciating that there are jingoes in Japan and other portions of the Orient as well as here, we must admit that Japan has a broad national policy, well conceived, that will be followed; he said there must be no doubt that their present formidable national debt, which is practically and proportionately no greater than that of England, was not an embarrassing factor in their national life, and it was his view that the present tax basis, created by the recent wars, is being gradually

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reduced, and a normal condition will be reached in due time and without any national embarrassment.

The present comparatively high cost of living should not be wholly attributed to the existing tax rate, but rather to conditions prevalent throughout the world, all countries and peoples being similarly affected. This is confirmed by the conditions now existing in Russia and Asia, and also applies to our own country. The present Japanese basis of wages is about as follows:

Bricklayers, 35 cents per day (American gold).

Masons, 30 cents per day (American gold).

Blacksmiths, 25 cents per day (American gold).

Printers, 30 cents a day (American gold).

Carpenters, 40 cents per day (American gold).

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Weavers, 20 cents per day (American gold).

Silversmiths, 25 cents per day (American gold).

Shoemakers, 30 cents per day (American gold).

Servants (men) \$4 per month (American gold).

Servants (women), \$1.75 per month (American gold).

Silkworm breeders, \$5 per month (American gold).

Raw Silk Spinners, \$2 per month (American gold).

Farm laborers, \$2 per month (American gold) and they all board themselves.

Expenses

House rent, 50 cents per month (American gold).

Rice, \$1.75 per month (American gold).

Fuel and Light, 25 cents per month (American gold).

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Fish, 40 cents per month (American gold).

Tobacco, 15 cents per month (American gold).

Bath, 15 cents per month (American gold).

Vegetables, 40 cents per month (American gold).

Sundries, which includes taxes, \$2.00 per month (American gold).

Total, \$5.60.

It will be noted that some classes of wage earners must trim the corners pretty close to bring their expenses within their incomes, as the sundries do not make very much allowance for clothes. However, this class is never overdressed. As I have previously indicated the Japanese are a frugal people, utilizing every available factor within their reach and along the most economical lines, always apparently having in mind the

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good old maxim, "no waste, no want"; for while they are poor yet poverty is practically unknown.

I found the representative Japanese to be quite frank in their views as to our status in the Orient, that practically we have none. The "open door" is considered a huge joke, and a policy of the Orient for the Orientals is openly declared and practically applied.

The Japanese government is fundamentally fraternal and paternal, the former being represented in their industrial policy, where the weak individual or the collective effort is strengthened by the government's hand. Preference is shown in a marked degree, even being applied to the remission of duties, where such an advantage is desirable or necessary. The latter is shown in their close co-operation, for it is a well-known fact that the individual Jap-

anese is not a strong factor, but in pairs they are formidable in many fields of endeavor. Therefore, under such conditions it is clear the Orient is not a "white man's country."

Before passing on to a more general view of the Japanese national policy, I desire to give a further description of their country, and some characteristics of the people. Volumes have been written about Japan, for it is a country replete with interesting data that is food for the writer, for it abounds in ancient and modern fact and fiction, and with all is so quaint in its environment that it presents an unlimited field for the "romancer" especially. But in none of the records of the modern writers have I, so far, discovered a plain, true version of their real everyday virtues. I have read of and seen their swarms of children and am told that in some sections of the large cities

only from sixty to seventy-five per cent of them are legitimate. How would that compare with some of our American cities? But whatever the comparison may be from the standpoint of maternity, we must admit the Japanese child is the best situated. History tells us that Yokohama has the only foundling home in all Japan, and at the close of the Japan-Russian war (1905) it contained about four thousand orphan children. Today it is practically deserted. Why? Because the Japanese are builders, and raisers of large families. Why? First, it is a part of their belief that it gives them a better standing with their Emperor and in the community. Second, they feel the adopted child should have home training. Third, he or she may inherit rank or means. Fourth, they can use them; for a Japanese child (unlike our own) is always useful, and as I have already

said, I never saw so many poor people as in Japan, and so little poverty; for they all work and like it. It is the quite general impression in this country that the Japanese people are lax morally; possibly so from our point of view, but, from a general standpoint it is not so, their viewpoint having a different angle from ours. In fact, the Japanese way is fully as good as the American, and much more practical, being almost wholly devoid of false modesty, and, indeed, will compare well with all other civilized countries. Their honesty and trustworthiness have been sometimes questioned, but as some eminent writers have well named them they are the "Yankees of the East," and can both drive a bargain and hew close to the line.

The statement that Chinamen supplant the Japanese in places of trust, such as tellers in banks, cashiers in

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hotels, stores, etc., is true only to a limited extent, for it is a well-known fact that the Chinaman is the best judge of money in the Orient. He has to be, as his country has more varieties of and poorer money than any country on earth. Further, the Chinaman is naturally a good accountant, being patient and painstaking, and will follow a problem to a conclusion without questioning the motive that prompts the action of his superior or employer. It is characteristic of him to do, without asking the reason why.

Some say that the Japanese are not sincere, and that their courteous bearing is artificial. This is not true, for it is natural and inherent, and is always shown in the youngest as well as in the oldest, royalty as well as in the most humble.

It is also said they are not affectionate. It is true that their saluta-

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tions are different from ours in that they do not shake hands, or kiss. Above all else they are sanitary, and carry out that principle to the fullest extent, instituting every possible measure to which they have access to be clean and avoid disease. (*) "They are clean for the personal satisfaction of being clean, but such cleanliness, in which the Japanese excel the rest of the world, has nothing to do with godliness. There are over eleven hundred public baths in the city of Tokio, in which it is calculated over five hundred thousand persons bathe daily. Generally, not always, a barrier separates the sexes from each other — but, it is said, the nude is seen in Japan but not looked at."

Flowers

The Japanese are very fond of

*Things Japanese.

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flowers. It is sometimes said their flowers are without fragrance, but that is far from the truth, for the plum blossom, wild rose, lilies, orchids, and many more are as fragrant as those of other countries. Their love of flowers prompts them, and they have been doing this for years, to plant and carefully cultivate hundreds of different varieties. The cherry, of which there are the single and double blossoms, is carefully trained for the blossoms alone as it bears no fruit. The cherry blossom season, first half of April, is the occasion of a national holiday when charming flower festivals are arranged, and pilgrimages are made by this most holiday-loving people in the world. Their flower seasons are almost continuous: January, the plum blossoms, which last to March; then the cherry, during the first half of April are grand beyond compare; for

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it would seem that in addition to the long rows of cherry trees, some of them forty feet high and hundreds of year old, forming avenues of delight, planted in every nook and corner and as carefully cherished as a child, being thoroughly enjoyed by all. The color of the blossoms is a light pink. During the last half of April and the beginning of May they have the tree peony. During May the azalea and wistaria. The iris in June; convolvulus in July. In August the lotus; the chrysanthemum in November, having the most beautiful of all foliage. Although I have only enumerated some of the principal flowers and those indigenous to that country, it is rightly named the "Flowery Kingdom."

Holidays

The Japanese have many holidays, the principal ones from January first



Fusiyama—Sacred Mountain of Japan

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to the third, inclusive, are thanksgiving days, for which elaborate preparation is made, sometimes in advance. During the three days, they have, if they can afford it, a large fish called the buri, which has been salted and hung up to cure ready for the occasion. They also have rice cakes, fish soup and a dessert called mochi, made from rice, and is a sort of pudding. They decorate elaborately for these occasions, and like some of us, they watch the old year out with the ringing of bells and other means of jollity. This is the time, also, when they pay their debts, and it is a rule and custom, that if debtors have not sufficient means at hand to properly cancel their indebtedness, they must sell their personal effects for such purpose, as it is a lasting disgrace to go into the new year unless free of debt. Certainly a commendable custom.

Pilgrims

As I have before indicated, a large percentage of the people of Japan are poor, from our point of view, which is a condition that has obtained for hundreds of years. Their earnings are so small they cannot purchase anything but the actual necessities, yet possessing the element of curiosity in some degree that is inherent in the whole human race, they form bands or associations, composed of men, women and children, electing a leader, and delegate a certain number of the association each year to join their pilgrim or excursion bands, outfitting such members with the barest necessities, before they strike out for a trek through the country.

It is necessary to here state that each of the members of these pilgrim associations contribute to a common fund, which is used in assisting the chosen number on their journey,

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therefore, these pilgrims are not altogether indigent, or in other words, these excursionists or pilgrims I am trying to describe, are not "hoboes." The privilege of going on the journey is decided by allotment, giving all members an opportunity of ultimately making the trip. They visit the large cities, seashore, the temples and shrines. Many go to Fugi (the sacred mountain of Japan) and toil up its vast slopes until they reach the old crater, and the shrines that have been established there. The pilgrims stop at the various inns and shelters along the route, many of these being maintained by such patronage. Both sexes usually have a uniform dress, and one can hardly distinguish the men from the women; this consists of a head covering in the shape of a broad very sloping rim hat, made of rice straw or flag, white cotton clothes, short pants and bare feet.

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Their earnestness in sight-seeing easily distinguishes them, and as a rule they conduct themselves in such an orderly manner as to leave pleasant records in their trail. They do not, however, enjoy as many of the privileges as are accorded the white foreign visitor, such as having access to some of the temples and places of interest. As they cannot give contributions, they must be satisfied in gazing at these from a distance. It is said this practice and manner of making these pilgrimages is of long standing. However, this with many other old customs is likely to change with the progress of the country, but we saw them in nearly every city and town we visited, and could see the bands as we passed in the train.

Fuji

The English name for this greatly sacred mountain of Japan is Fusi-

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yama. It is about sixty miles from Yokohama or Tokio, and rises to a height of 12,365 feet above the sea level. It is volcanic and the latest eruption of which history records was from December, 1707, to January, 1708. The top is perpetually covered with snow, and is visible from long distances, plainly so from Yokohama, Tokio, Kobe, and the sea, which distances are estimated from sixty to one hundred miles. In the bright sunlight the scene is indeed beautiful.

Fugi is visited by from twenty to twenty-five thousand people yearly, mostly pilgrims. There are ten rest stations on the way up to the crater, any everyone making the trip must be outfitted with provisions and other necessities to last at least ten days, and be prepared for a hard tramp. There are several ways of reaching the base of the mountain. I went out by rail to Gotemba station, about

sixty miles from Yokohama. As I would then have to drive about ten miles to reach the first mountain station, I concluded to forego the pleasure of ascending in the "pilgrim path," so retraced my steps, and viewed its beauties from afar. It is said the first white woman (English) made the ascent in October, 1867.

There is a great deal of tradition and romancing in connection with this great attraction of Japan, and while none of the descriptions I have read in any way exaggerates or over-describes its beauties, I am of the belief that its attractions are materially enhanced by distance.

Earthquakes

It is said that Japan has on an average about two earthquake tremors every twenty-four hours, and it is about the first thing the foreign traveler desires to experience on land-

ing in that country. They will go through the first one with all the *sang froid* with which such people are usually equipped, but after experiencing a few, be they ever so slight, they do not care for more. Some of the later and most severe seismic disturbances occurred in 1855 and 1879, when hundreds of people were killed, and millions of dollars in property was destroyed. An American lady missionary who was located near the Inland Sea during the quake of 1879 told us of her experience. She stated that they had forty-seven distinct shocks during one night, which destroyed all their furniture except that made of bamboo, and it was fortunate their house was constructed of this material, otherwise that, too, would have been destroyed. We noticed the tremors at various times, but none were severe. Some of the Japanese colleges now have a Professor of

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“Seismic Influences” and great attention is given to this feature, as well as others, such as land slides, etc., which menace this volcanic country.

Kamakura

It has been calculated that ninety per cent of the foreign visitors to Japan make pilgrimages to this spot, whose principal attraction is the great Buddha (Daibutsu), and that a very large percentage of these people write or attempt to describe it in some way. I shall be no exception to the rule.

It is without question one of the wonders of the world, and, viewing it from a modern angle, it is unique, but I question the motive that prompted its inception, and the judgment of its builders in making such an investment. But it is from an architectural viewpoint that it most interested me, and for the purpose of illustration



Great Buddha—Kamakura, Japan

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and information I will give the dimensions and description as published in the various guides, etc. Murray's Hand Book of Japan is said to be the most reliable, and gives figures as follows:

Height	49 ft.	7 in.
Circumference	97 "	2 "
Length of face	8 "	5 "
Width from ear to ear . . .	17 "	9 "
Round white (silver) boss		
on forehead	1 "	3 "
Length of eye	3 "	11 "
Length of brow	4 "	2 "
Length of ear	6 "	6 "
Length of nose	3 "	9 "
Width of mouth	3 "	2 "
Height of bump of wisdom		
dom		9 "
Diameter of bump	2 "	4 "
Curls (of which there are		
80), height		9 "
Diameter of curls		1 "
Length from knee to knee.	35 "	8 "
Circumference of thumb . .	3 "	

“The eyes are of pure gold and the silver boss (in center of forehead) weighs thirty pounds. The image is formed of sheets of bronze cast separately, brazed together, and finished off on the outside with a chisel. The hollow interior of the image contains a small shrine, and a ladder leads up to the head.” At the top of the ladder there is a platform for people to stand upon. There is also a window on the back that affords some light.

After reading and hearing so much about this wonderful image, the first view of it is usually disappointing to the visitor, yet it is difficult to explain why or in what particular; but many, like myself, returned to review it, and retired, invariably, with a more satisfactory impression. For as some poet has said, “a statue solid set and moulded into colossal calm,” and as Murray says: “No other gives such an impression of majesty, or so truly

symbolizes the central idea of Buddhism — the spiritual peace which comes of perfected knowledge and the subjugation of all passion."

This old town of Kamakura, lying on a bay of the Pacific Ocean about twenty miles south from Yokohama by rail, is now only a small village of hardly 3,000 people, although at one time, during the 12th to the 15th century, it was the capital of eastern Japan, with a population, it is said, of over one million. But it has been sacked and burned, and twice inundated by the sea, and so it is now but a shadow of its former self, only the Great Buddha, with some other ancient "glories," a few families, and a good hotel, are about all that now remain of this ancient metropolis.

Christianity

I shall not undertake to give any historical details of Christianity in

Japan, for it covers such a broad field and period of time co-ordinate with other countries of the Orient. I can, therefore, only mention briefly some of the records. The Portuguese Jesuits entered Japan early in 1549, and were quite successful at first in gaining converts, but discord arose between them and the Spanish Friars, resulting in suppressing Christianity throughout the most of Japan in 1587-97. This was done by Hideyoshi, called in history the Napoleon of Japan. This action by Hideyoshi is said to have been brought about by a bigoted Buddhist priest and the indiscretions of a Spanish sailor, who bragged of Spanish conquests in other parts of the world by sending priests in advance and following up with an army.

There was a respite from such persecutions for a few years or until the establishment of the Shogunate

in 1614, when Christianity was again suppressed, and it was thought all Christians had been killed or deported. Some, however, were left behind and others came, and although they were still persecuted, during the next thirty years they increased until it is said they numbered 300,000. But it resulted in the Japanese government pursuing the work of suppression and final isolation of the Empire, which they thought would effectually exclude the Christians. It did not have the effect hoped for, however, for after being driven out of the country and locating on a nearby island, they subsequently returned to Japan after a long period of waiting. In 1865 there were found several colonies of Christians whose forefathers had not left Japan in accordance with the edict of the government promulgated two centuries before.

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Persecution of the Christians still followed during the years between 1867 and 1870, their houses and property were destroyed and the people imprisoned, but were liberated in 1873. About 1859 the English and American churches sent representatives to Japan and the work has since been prosecuted by the Christian churches of the world. It would seem that their efforts have, however, met with indifferent success, for upon inquiry I was given various approximate estimates of the number of those professing Christianity at the present time, and it varied from one hundred thousand to one hundred and seventy-five thousand in the whole Empire.

*“Has not the whole attitude of the Far Eastern mind with regard to the supernatural been aptly described as one of ‘politeness towards possibilities?’ Doubtless this natural disin-

*Things Japanese.

clination to a spiritual religion on the part of the Japanese and Chinese is aided and abetted by local causes."

The foregoing confirms my observation, which is that the conduct of the so-called Christian nations, and of some individuals grabbing everything in sight in that Oriental land often by not the courtesy of "by your leave," and by failing to extend to the Japanese, even in their own country, the recognition and amenities due them. This is shown in many instances by foreigners acquiring franchises in lands for churches, clubs, schools, golf grounds, race tracks, etc., and possibly ignoring or excluding the Japanese gentlemen that interceded in their behalf, to enable them to obtain such concessions. However, I am led to believe, after a somewhat extensive study of the situation and the people, that a large part of the difficulty lies in the nature

of the people. The Japanese are so intensely practical along all lines, that in the particular acceptance of Christianity they are obviously believers in "things seen."

Missionaries in Japan told me that Japanese boys and girls would attend their schools, churches and missions and be very studious, making fine progress in the work, but the moment they thought they had exhausted the benefits to be derived from such attendance, they would leave. The apparent conclusion reached is that the missionaries will in future give more attention to the mechanical feature than has been done in the past, as greater and better results are obtained through such channels. Something in the way of illustrations, in mechanics, moving pictures, etc., leave a more lasting impression on their minds.

It is indeed gratifying to know that

the excellent school system of Japan, which in grades and efficiency is nearly equal to, as it is somewhat patterned after ours, is largely the result of the efforts of the whole Christian world, and if such effort is not represented by actual converts in numbers it is reflected in the substantial manner I have stated.

Buddhism

Some writers have compared Buddhism with the Roman Catholic ceremonies. But it is wrong, as it bears no relation to the Christian faith, for as Chamberlain says in "Things Japanese," "Self perfectionment is the means of salvation, not the vicarious sufferings of a Redeemer." One is a faith in life eternal, the other is a belief in annihilation.

Buddhism, like Confucianism, is of the great Indian beliefs, and the actual date it was introduced into

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Japan is somewhat obscure. Confucianism is almost obsolete in that country at the present time.

In practice Buddhism in Japan is a mere matter of form, where "they bow to wood and stone." Its principles, or what it stands for, are no longer taught in that country. From the prince to the pauper, however, they worship on lines of tradition, having a firm belief in it, and following it implicitly; and it is the dominant factor in the lives of a large percentage of the Japanese people both at home and abroad.

Shintoism

The "way of the Gods" is the usual name for this form of nature worship. Shintoism preceded Buddhism in Japan. It is, like Buddhism, not a religion but rather a homage paid to the sun, moon, stars and the elements; where they have the goddesses of

food, pestilence and other deities presiding over every conceivable thing. Its devotees, as in Buddhism, and Confucianism, have no faith in a hereafter. In their temples they have mirrors in front of the altars, and, like Buddhism, worship at the altars is a matter of form, and the average visitor is unable to distinguish any difference between the two.

The Shoguns

This means—in a literal sense—the great man, or major general in control, and from about the twelfth century to 1868—after a lapse of about seven hundred years—there were various dynasties of Shoguns representing the old Japan, under the feudal system, and it was with these people that Commodore Perry negotiated the first treaty of amity and opened Yokohama and other ports of Japan to the world. About this time,

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1854, or during Commodore Perry's first visit in 1853, it was found that the Shogun regime was tottering, and it was partially for this reason that our expedition was so successful in its negotiations. Our action was followed by England, France and Russia. Subsequently the Shoguns sent embassies to this country and Europe.

In the negotiations and treating with these people, who for centuries prior to Commodore Perry's visit had excluded all foreigners, especially from the interior of their country, and thereby deprived themselves of all opportunity to learn the ways of the world, it was found they were very astute, natural diplomats, and born leaders. It was subsequently seriously considered to abrogate the treaties they had made, deport all foreigners and return to their former exclusiveness; for be it understood that Japan

was not, at that time, without its "other party," possibly the first "insurgents." It is believed that the representatives sent to the foreign countries, who displayed the same eagerness for knowledge then as they do now, and the anti-Shogun party, together with political and other influences, were the causes that ultimately resulted in the overthrow of the Shogun dynasty. This was manifest in 1863 when, in name of the party in power, the Count of Yedo (Tokio) proposed to again establish the old Japan and close her doors to all, and make it "Japan for the Japanese." But the most enlightened of the people, the scholars of the country, triumphed in this revolution, establishing an oligarchy. Their success in holding to the treaties and obligations previously formed with the outside world was the first Japanese surprise experienced by the people

of the countries directly interested. And it was here that Japan took up modernism, and she has continued to extract from it that which she can successfully use, showing fine distinctions in her selections. The complete downfall of the Shogun party and its retrogressive influence took place in 1868.

In 1889 a Constitution was granted and a Diet established which consists of two houses, the Government, therefore, being vested in the people whose property qualification entitles them to the right of the franchise. This only covers about two per cent of the entire population, so the power rests really in the hands of the nobility. The lower house consists of about three hundred and seventy-five members, who receive a yearly allowance of 2000 yen (\$1000 gold). The administration is divided into departments, a certain number constitutes

the cabinet, which is in control of the government. The other body is the Privy Council, appointed by the Emperor. The officers consist of one President, one Vice-President, twenty-five Councillors, with one Secretary and five assistants. This council is made up of "personages who have rendered signal service to the state," and have had much experience in affairs, and it has jurisdiction which gives it great power under the constitution.

The Cabinet consists of ten members, of whom there are the Prime Minister, or Premier; Minister of Foreign Affairs; Minister of Home Affairs; Minister of Education; Minister of Agriculture and Commerce; and Minister of Communications. Subordinate government officers are under civil service rules and are not subject to political changes.

The present Emperor, Mutsuhito,

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according to mythological history and the Constitution, which says, by virtue of a "lineal succession unbroken for ages eternal," is the 122nd Emperor in direct line since the Japanese Romulus, a period of about one thousand years, thus being the oldest dynasty in the world. There is evidently no question as to this title, and notwithstanding that the present Emperor was born under a feudal system with all Oriental environment, he, with his advisers, state in their first proclamation, which is dated Oct. 12th, 1881:

"We, therefore, hereby declare (note the plural) that we shall in the 23rd year of Meji, establish a parliament, in order to carry into full effect the determination we have announced, and we charge our faithful subjects bearing our commission to make, in the meantime, all necessary preparations to that end with regard to the

limitation upon the Imperial prerogative, and the constitution of the Parliament, we shall decide hereafter, and shall make proclamation in due time."

The Constitution was duly promulgated in 1889, placing Japan amongst the constitutional monarchies of the world, which included local self-government for her cities, towns and villages.

This important document, the new Constitution, by which the Emperor relinquished inherited prerogatives, indicated that he and his advisers had studied the feature of constitutional government well, the Emperor himself evidently having no fear that his rights of sovereignty according to the Constitution would not be fully protected. The lapse of time has fully proved the excellence of his judgment, and his master hand as a ruler. The succession of his lineage and his

policies are assured, for the Crown Prince has some robust sons, who, like their father, are being educated along the line of modern Imperialism.

Emperor Mutsuhito is now fifty-nine years old and the Crown Prince thirty-two. They occupy the Imperial Palace and buildings in Tokio where visitors are not allowed to trespass except on stated occasions, i. e., during the lawn fete given by the Emperor late in April, or early in May, or at other times by edict of the Emperor. The Imperial Palace and grounds are surrounded by a wide moat and high stone walls about three miles in length, and were built by the Shoguns about four hundred years ago. The palace grounds have only one approach, by a bridge which is guarded. It is said the palace grounds are beautiful, although the buildings are quite ordinary. On the occasion of the lawn fete above re-

ferred to the Imperial Family act as the host and the Emperor and Empress meet the people present in a very democratic manner.

Forty-seven Ronans

Ronan interpreted means a wanderer, a man without a home. In 1701 this band of forty-seven Ronans was formed as a result of one Asano, a Shogun, getting into trouble with a nobleman named Kira, whom Asano slashed in the face with his sword, this occurring in the palace. Asano was condemned to commit harakiri, which he did by falling on his sword, and as a result forty-six other Shoguns sought revenge. This was forbidden by the law, but nevertheless they called on the nobleman Kira at his palace in the night and ordered him to follow the act of Asano, but he declined to do so. On his refusal they killed him, and although they were

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lauded and entertained by notable persons for having committed the murder, they had violated the law, and were officially sentenced to commit harakiri, which they did separately, thus showing their bravery.

The bodies of these Ronans were buried in the temple grounds, where their tombs are elaborate and their memories honored by all Japanese. Some of these tombs are in Shiba Park, Tokio, and are magnificent in design and, together with the surroundings, make a very imposing sight. Our attention was called to a metal fence and gate in front of these mausoleums by our guide, who said they were made from the coins received by Japan as indemnity after her former war with Korea. This is another illustration of the Japanese useless expenditure and waste of funds for the purpose of carrying out their old inherent principle of honor-

ing bravery and self-sacrifice. Chamberlain in "Things Japanese" says that there were two kinds of harakiri, one obligatory, the other voluntary. The former was permitted to criminals by the authorities as an alternative to execution, the latter was practiced by men in hopeless trouble, also as an exhibition of loyalty, etc. Some of the officers and men of the Japanese army committed suicide in this manner as recently as 1895 on account of the action of their government in releasing, under pressure of Russia, France and Germany, the conquered Chinese territory of Liao Tung.

Tea

It is said this plant was brought to Japan from China about the beginning of the Christian era and it has been a favorite beverage up to the present time, although tea drinking by all classes did not become general until

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about the time of its introduction into Europe, about the seventeenth century. Now we find "tea houses" all over Japan. In fact, it is the beverage of all classes, both native and foreign. The tea plant is an evergreen similar to the carnellia and has a white fragrant flower. It is grown from the seed, ordinarily about three feet high, ready for picking about the third year, and will usually last about ten years. The picking commences in April and continues at intervals, and in some districts until the end of July.

The process of curing the tea does not vary particularly, only in grades, and conditions at the points where the work is done, which may be remote from the place where it is raised. The tea produced in Japan is said to equal in quality that grown in any country in the world. Of the teas imported by the United States for the current

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year (1910), Japan furnishes 44%, China 34%, East Indies 9% and the United Kingdom 3%. Japan made her first shipments of tea about 1860, and they now approximate about forty million pounds per annum to this country alone. The price of a high quality of tea is fully as much in Japan as it is here, but the lower grades are cheaper.

Subsidies

Probably no nation in the world has adopted subsidies as a national policy to a greater extent than Japan. This is shown in nearly every avenue of government commercial endeavor, for as I have pointed out in another chapter, this is a paternal government. It is directly manifest in several ways, such as transportation; they have subsidized lines of ships between Japan and nearly all accessible ports of the world. As soon

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as our Panama Canal is completed they will no doubt establish a line to Atlantic ports, and the continent of Europe. This is their means of commercial development, and they now have eight hundred and seventy merchant ships, while we have nine! Little Norway has 2,148 and Germany about the same, while England has 11,563. Evidently our statesmen are more interested in appropriations for improvements in waterways and harbors for the floating of foreign ships, than they are for providing facilities for taking care of our over-sea trade.

Manifestly our conditions are vastly different from those of Japan. That, however, is not the comparison we should make, but rather, we should deal with the question of a sphere of commercial competition created by European powers, to whom we are now paying upwards of two



Japanese Temple

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hundred million dollars annually for handling *our* traffic; we handling less than 9% of our own foreign commerce. We will see our error some time, and then our statesmen may fairly represent their constituents. Japan extends her subsidizing policy into other channels, such as fisheries, and various commercial enterprises, together with those of an educational-missionary nature, amounting to fully \$5,000,000 per annum, paid to twenty transportation lines alone. Other industries are subsidized by the government, either directly or by a discriminating tariff, and this same principle applies in other branches of trade and industry, being in fact a definite policy of the government, and is carried to an extreme in undertaking to foster and develop that country's resources.

Some of our representatives who are progressive and, therefore, friend-

ly to our foreign commerce, have said that "whoever controls the trade routes of the world, will control the trade rates of the world," and those two factors will dominate in the international trade of the world, and we occupy the center of the commercial stage. Therefore, shall we, with all our natural advantages, relinquish this to our competitors? Do we realize that our chameleon politics have swept our flag from the world's commercial highways? Think it over.

Commercial Exchanges

The purchasing power of any nation measures its commercial status, therefore, when taking into consideration the question of commercial transactions, we should compare the relative ability of nations to produce and consume, and as the Oriental, Asiatic and the Slav are the factors directly involved, we must make such

a comparison of the peoples and the lands they occupy. We have already briefly described the commercial status of Japan, showing that that country, within itself, cannot be considered, for political as well as physical reasons, a great purchaser in the world's commerce. But we shall have to reckon with her in the broad field of Oriental development; for in her recent acquisition of Korea, with an area of 82,000 square miles, and her occupancy of southern Manchuria, making her a co-partner with Russia, spells extension and development. Manchuria, with an area of 215,000 square miles of as productive territory as there is in the world, and filled with ambitious Japanese, will with their aggressive, irresistible policy soon brush aside any temporary barrier that may be raised by the people who are indigenous to the land. In this manner, the general policy of

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Japan will be followed until they dominate, if they do not actually control, the Orient.

I am aware that this is a radical view, but every condition is now shaping that way. Russian-Siberia, with an area of over eight and one-half million square miles, and fully forty per cent of that vast territory tributary to the Pacific gateway, together with its strategic features, makes it but natural that Russia would be interested in regaining a Pacific Coast outlet which she lost, though but temporarily, to Japan under the Portsmouth treaty of 1905. We have but a slight conception of the resources of that great country lying north of Russia in Asia, especially that adjacent to the great Trans-Siberian Railway; for while the winters are long and cold, the soil is rich and as fertile as that of Canada, or our states of Illinois, Iowa and Nebraska, and it is

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better watered and timbered. The farmers successfully raise all kinds of cereals, grasses, potatoes, sugar beets, and other crops indigenous to such climates, as well as vast herds of live stock. And we shall have to change our picture of the people, as it is no longer a land of convicts and clanking chains; for the great Trans-Siberian Railway has, not unlike our own pioneer belts of steel, projected itself into the vast unsettled domains, developed a slumbering wilderness into commercial activity, until today the traffic is far beyond the capacity of the line, and the Russian government is preparing to reconstruct the road, with a second track and otherwise improve its facilities. This is not only necessitated by the local development, but the route has proved to be the great eastern highway to Europe. Therefore, again reverting to the feature of commercialism, we find

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Russia and Japan in an entente, and one of the purposes is to insure Russia a free all-the-year port on the Pacific, which is not now furnished by the port of Vladivostock, and giving Japan a free hand in China.

In carrying out this plan Russia will probably build a line from K h a i l a r through Mongolia to Newchwang. With such a channel assured and the establishment of reciprocal relations, the western world will have access to a new field in over-sea trade. It is to Russia that we must look for such relations, as the Orient never has been and never will be a trade factor with us, for they do not produce or consume in any degree corresponding with our people.

Propagandas

Probably no people among the world's civilized nations are as "long" on propagandas as the Japanese. Al-

though of comparatively recent adoption, yet they have generally been successful. During the Jap-Russian war they formulated the most effective campaign of education, internationally, of recent years, through a well organized propaganda, for the purpose of enlisting sympathy in their cause. The press and various other means of publicity were subsidized, paid agents were sent to all parts of the world, and, working with their characteristic cleverness, the results were eminently satisfactory. Even we fell victims to their wiles, for we must acknowledge that public sentiment underwent a most radical change in a very brief time, and their propaganda was without question responsible for it. We did not pause to consider the merits of the case, or realize their ultimate purpose, we only knew the "little brown men," that dainty people of the "flowery

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kingdom" were in a death struggle with the great Russian bear, and were putting up a fight that was the admiration of the century, and the results are now history. The now thinking world on questions Oriental do not consider the third party involved, that patient and long suffering Chinaman. Although it is his country that is the bone of contention and his people that have been driven to the "four winds" by the ruthless march of destiny. Two nations with fixed purposes, both being essentially commercial, and Manchuria as the field of operation, Japan's desire for more territory for her people, and to permanently entrench herself as a basis for future action and control, with Korea now safely tucked away in her pocket, and with absolutely no change in Russia's imperative requirement, which is a port on the Yellow Sea, the Jap-Russian treaty

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of July 4th, 1910, was inevitable. A text of this treaty is as follows:

“Article 1. With the object of facilitating *communication* and *developing* the commerce of nations (the italics are mine), the two high contracting parties mutually engage to lend each other their friendly co-operation with a view to the amelioration of their respective railway lines in Manchuria and the improvement of the connecting service of the said railways, and to abstain from all competition prejudicial to the realization of this object.

“Article 2. Each of the high contracting parties engages to maintain and respect the status quo in Manchuria resulting from the treaties, conventions and other arrangements concluded up to this day between Japan and Russia or between either of these two powers and China.

“Article 3. In case that any event

arises of a nature to menace the status quo, heretofore mentioned, the two high contracting parties shall in each case enter into communication with each other in order to arrive at an understanding as to the measures they may judge it necessary to take for the maintenance of the status quo."

And the Japanese have the call, as it is evident Russia saw in her defeat in Manchuria, and the agreement reached under the Portsmouth (N. H.) treaty, signed September 5th, 1905, wherein Japan again exhibited remarkable statesmanship in relinquishing her right to a cash indemnity, about six hundred million dollars, thereby taking the risk of open revolt at home that she must make her peace with Japan. This unavoidable condition may change the map of the Far East geographically different from that contemplated when

the Anglo-Japanese alliance was concluded in January, 1902, and reviewed in August, 1905.

Such alliance between England and Japan was as follows:

"Article 1. It is agreed that whenever in the opinion of either Great Britain or Japan any of the rights and interests referred to in the preamble to this agreement are in jeopardy the two governments will communicate with one another fully and frankly, and will consider in common the measures which should be taken to safeguard those menaced rights or interests.

"Article 2. Should either of the high contracting parties be involved in war in defence of its territorial rights or special interests, the other party will at once come to the assistance of its ally, and both parties will conduct a war in common and make peace in mutual agreement with any

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power or powers involved in such war. (This clause is now modified—1912.)

“Article 3. Japan, possessing paramount political, military and economic interests in Korea, Great Britain recognizes Japan’s rights to take such measures for guidance, control, and protection of Korea as she may deem proper and necessary to safeguard and advance those interests, providing the measures so taken are not contrary to the principles of equal opportunities for the commerce and industry of all nations.

“Article 4. Great Britain, having a special interest in all that concerns the security of the Indian frontier, Japan recognizes her right to take such measures in the proximity of that frontier as she may find necessary for safeguarding her Indian possessions.

“Article 5. The high contracting

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parties agree that neither will, without consulting the other, enter into a separate arrangement with another power to the prejudice of the objects described in the preamble.

“Article 6. As regards the war between Japan and Russia (NOTE: You will observe this treaty was renewed while this war was on), Great Britain will continue to maintain strict neutrality unless some other power or powers join in hostilities against Japan, in which case Great Britain will come to the assistance of Japan, will conduct war in common, and will make peace in mutual agreement with Japan.

“Article 7. The conditions under which armed assistance shall be afforded by either power to the other in the circumstances mentioned in the present agreement and the means by which such assistance shall be made available will be arranged by the

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naval and military authorities of the contracting parties, who will from time to time consult one another fully and freely on all questions of mutual interest.

“Article 8. The present agreement shall be subject to the provisions of Article 6, and come into effect immediately after the date of signature and remain in force ten years from date. In case neither of the parties shall have been notified twelve months before the expiration of the said ten years of an intention of terminating it, it shall remain binding until the expiration of one year from the day on which either of the parties shall have renounced it, but if, when the date for the expiration arrives either ally is actually engaged in war, the alliance shall ipso facto continue until peace shall be concluded.”

This treaty was executed as previously stated.

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The declarations as set forth in the preamble are as follows:

- (1) "The consolidation and maintenance of general peace in the regions of Eastern Asia and Asia.
- (2) "The preservation of the common interests of all the powers in China by insuring the independence and integrity of the Chinese Empire and the principle of equal opportunities for the commerce and industry of all nations in China.
- (3) "The maintenance of the territorial rights of the high contracting parties in the regions of Eastern Asia and India, and the defence of their special interests in the said regions."

A well known and able writer on the Orient* says, with reference to

*Thomas F. Millard.

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this alliance: "This is a distinct advance over the former treaty, and is the price England pays for Japan's promised assistance in protecting British possessions in India."

Thus England surrendered her commercial interests in Korea and Manchuria. It is quite apparent that the Jap-Russian treaty of this year was as much of a surprise to all those interested as that of the Anglo-Japanese alliance of 1905, and no doubt, its effect will not only be fully as far reaching, but is likely to change the Oriental map to a marked degree, and put a "crimp" in the plans of the nations who have leaned upon such documents to preserve their entente for the "open door."

That the further purpose of Japan may be better understood it is necessary to call attention to another Japanese propaganda, and so far as I

know it is the one par excellence. That is the one formed about 1880 by the Japanese government for the purpose of disseminating Japanese policies in China. That work is necessarily semi-educational or missionary. Schools and colleges were opened in Japan where the young men of China and Japan were invited, or induced to attend, and when the student was properly fitted he was sent to China to prosecute his work, being supported by the Japanese government. And as an evidence of the work being attractive to the young Chinese, statistics show that of the twenty-one thousand young men sent out by China to all parts of the world in 1909, sixteen thousand of them went to Japan! Some of the results of this propaganda are now shown in China's so-called awakening, preparing for an ultimate constitutional government, but which is, as yet, only skin deep.

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Thus the Japanese are gradually but surely insinuating themselves into the most intricate of China's affairs. This is a leaven, conditions in China making it receptive, and if these premises are correct, it is plain that Japan's status in the Orient is now fairly defined, and must be reckoned with in the final and real awakening of China. This will be as a finality, not as an international right, but we are dealing with a condition which is largely created by a new power, based upon a theory of natural sequence, that is, that this is an Oriental problem.

As we stated in the prelude, the United States Government is responsible for the opening of Japan, and bringing her into the family of nations. What prompted our action is recorded in history, for we read that as early as 1837 an American mercantile house fitted out the ship "Mor-

rison" for the purpose of trying to enter the Japanese trade, but were not successful owing to the continued restrictions placed upon foreigners by the Japanese government, and about 1843 they promulgated the following: "Shipwrecked persons of the Japanese nation must not be brought back to their country, except on board Dutch or Chinese ships, for in case these shipwrecked persons shall be brought back in other ships of other nations they will not be received, etc."

In 1845 the American whaleship "Mercator," while cruising among the Northern Japanese islands, rescued some Japanese sailors from a sinking junk, whom they took to Yedo (Tokio) bay, but were surrounded by a large number of armed boats, which took the ship in tow, took all arms out of her, and kept her under guard for several days, then

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ordered her to depart, but permitted the taking on of necessary supplies, and her arms were also returned.

Subsequently in 1848, our naval force, then in the China seas, was instructed to ascertain if there had been any change in the Japanese policy relative to the opening of ports to commerce. The fleet visited Yedo Bay and negotiations were started, but did not meet with success, in fact all overtures from us were declined. But as we had some time previously concluded a treaty with China, and our Pacific Coast was fast developing, and protection and supplies for our ships and men were necessary in carrying on such over-sea operations, our Government concluded that decisive measures should be adopted to this end, as well as a further undertaking with a view of opening the ports of Japan. It was decided to send an envoy with sufficient naval

force behind him to impress the Japanese with the importance of this country, and command respect during any negotiations that might ensue. Therefore, the Secretary of State, Mr. Webster, prepared a letter from the President, Mr. Millard Fillmore, to the Emperor of Japan, and a letter to the American Naval commander in the China seas, Commodore Mathew C. Perry, who was selected to head the expedition. On account of Mr. Webster's death the proceedings were delayed until 1852, when on Nov. 5th, the State Department addressed a letter containing the following to the Secretary of the Navy:

1. To the effect that some permanent arrangement for the protection of American seamen and property wrecked on these islands, or drawn into their ports by stress of weather.

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2. The permission to American vessels to enter one or more of their ports in order to obtain supplies of provisions, water, fuel, etc., or in case of disaster to refit so as to enable them to prosecute their voyage. It is very desirable to have permission to establish a depot for coal, if not on one of the principal islands at least on some small uninhabited one, of which it is said there are several in that vicinity.
3. Permission for our vessels to enter one or more of their ports for the purpose of disposing of their cargoes by sale or barter.

The mission was to be a pacific one, but owing to the attitude of the Japanese as shown in previous visits of our emissaries, it was thought expedient that this expedition should be formidable enough to impress the Ja-

panese with our earnestness, and to push our request to the full limit, without becoming embroiled in actual war, which the President had no power or desire to declare.

The Dutch Government, it is said by some writers, gave us valuable assistance, which evidently consisted in keeping their hands off, for had they been at all active in their opposition, in view of their prestige with the Japanese, it would have had a depressing effect upon Commodore Perry's expedition.

The letter from President Millard Fillmore to the Emperor of Japan was as follows:

"Great and Good Friend:

"I send you this public letter by Commodore Mathew C. Perry, an officer of the highest rank in the Navy of the United States, and Commander of the Squadron now visiting your Imperial Majesty's dominions.

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“I have directed Commodore Perry to assure your Imperial Majesty that I entertain the kindest feelings towards your Majesty’s person and government, and that I have no other object in sending him to Japan but to propose to your Imperial Majesty that the United States and Japan should live in friendship and have commercial intercourse with each other.

“The Constitution and laws of the United States forbid all interference with religious or political concerns of other nations. I have particularly charged Commodore Perry to abstain from every act which could possibly disturb the tranquillity of your Imperial Majesty’s dominions.

“The United States of America reach from ocean to ocean and our territory of Oregon and State of California lie directly opposite to the dominions of your Imperial Majesty.

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Our steamships can go from California to Japan in eighteen days*

“Our great State of California produces about sixty millions of dollars in gold every year, besides silver, quicksilver, precious stones, and many other valuable articles. Japan is also a rich and fertile country and produces many very valuable articles. Your Imperial Majesty’s subjects are skilled in many arts. I am desirous that our two countries should trade with each other, for the benefit both of Japan and of the United States. We know that the ancient laws of your Imperial Majesty’s government do not allow foreign trade except with the Chinese and the Dutch, but as the state of the world changes and new governments are formed it seems to be wise from time to time to make new laws. There was

*This was in 1852. They take sixteen and one-half days now.

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a time when the ancient laws of your Imperial Majesty's government were first made (?). About the same time America, which is sometimes called the New World, was first discovered and settled by the Europeans. For a long time there were but few people, and they were poor. They have now become quite numerous, their commerce is very extensive; and they think that if your Imperial Majesty were so far to change the ancient laws as to allow a free trade between the two countries, it would be extremely beneficial to both. If your Imperial Majesty is not satisfied that it would be safe altogether to abrogate the ancient laws, which forbid foreign trade, they might be suspended for five or ten years so as to try the experiment."

We shall have to concede that the development in the intervening period, upwards of half a century, is a

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world surprise, and also that we have not kept in touch with it to the extent we should, or that the efforts of our first representatives deserve. The work accomplished by Commodore Perry in 1854 followed by that of the Hon. Townsend Harris, our first Ambassador to Japan, who in 1858 formed our first treaty of trade and commerce with that country, has never been generally appreciated, either as to the value of the work in itself or the resultant effects, by our countrymen.

Even in that early time, and under the crude conditions that then existed, the Japanese showed exceptional deference to our representatives, and there are no names—in that ancestor-worshipping country—more revered today than those of Commodore Perry and Townsend Harris. While they have their jingoes, the same as we, the government as well as the

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people realize the advantages to be derived by preserving a friendly spirit and amicable intercourse, and sincerely deprecate any act that would tend to weaken such relations. It is a conceded fact, I believe, that adverse action or antagonism, if that answers the purpose better, comes primarily from our labor, war, and political elements, and from labor principally on or adjacent to the Pacific slope. Assuming this to be a correct premise, we can readily understand the reasons to be the cheap labor of the Orient; and while this involves a great economic question, the novice may dare to tread. We may restrict or prohibit immigration through the Pacific gateways, and make the Atlantic open ports, and get a more assimilating color, but in what way shall we benefit the country at large? California is unable today to plant and harvest her crops for

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want of labor; the east is in a similar condition, as labor there is in the cities and unionized, and were it not for the modern improvements in agricultural implements and machinery the American farmer, with all the vast hordes of undesirables that come to our country through the Atlantic ports, could not plant, sow or reap commensurate with the demands. Even under these conditions the price of foodstuffs are beyond precedent, yet still the rabble, the non-producing undesirables, must be fed, even if their unskilled labor is over and unequally paid.

Rumors of war, generally, come through two sources, the Army and Navy man, and the jingo politician. The former is sometimes and under favorable conditions formidable; the latter is a near statesman, who would vote, if asleep, for an appropriation that would give his constituents a

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chance at the "bin," but forgets his statesmanlike duty when a question of international policy is involved. The Army and Navy man is about the same in all countries, in times of peace he gets restless—time is fleeting—promotions are slow, and especially in this country, where our army is an incident and the navy a persuasive force, it is but natural that activity would be desirable. It is all a business, if sometimes serious, but does not promote that feeling of amity that should exist between countries having common interests. Conceding that we are, as a nation, large, and with resources unequalled, this is the greater reason why we should be beyond the fear of the "Yellow Peril." Take down the bars, and affiliate and assimilate with and through the Orient and that great Northland (Russia) as an experiment at least, be one of the quintuplet

T H E W O R L D ' S O L D A G E

of nations, Japan, China, Russia and England, which undoubtedly will participate in the benefits of future development and mutual protection in and beyond the Pacific highway.





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